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CLASSIFICATION

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COUNTRY ~~Soviet Union~~

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TOPIC ~~Soviet Jet Fighters~~

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT Spring of 1948 to spring of 1949

DATE OBTAINED

DATE PREPARED

8 August 1949

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REFERENCES

PAGES

3

ENCLOSURES (NO. & TYPE)

REMARKS

Document No.

NO CHANGE in Class.

☒ DECLASSIFIED

CLASS. CHANGED TO: TS S

DDA Memo, 4 Apr 71

Auth: DDA REG. 77/1987

Date: 17 MAY 1978

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This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

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1. According to reports covering the period from the spring of 1948 to the spring of 1949 (airfields located in the interior of the SU), jet fighters were stationed at the following airfields:

a. BRIANSK, since the fall of 1948

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b. SMOLENSK-North, individual jet planes since the fall of 1948; probably a jet formation since February 1949

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c. PROWEHREN, probably a jet formation in April 1949

d. KOENIGSBERG-DEVAU and INSTERBURG, probably a jet formation in March 1949

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e. POJANGA, probably a jet formation in October 1948

f. NOVGOROD, probably a jet formation until March 1949

g. KALININ, retraining with jet aircraft or distributing point for jet aircraft in March 1949

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h. KOMUNARKA near MOSCOW, retraining with jet aircraft or distributing point for jet aircraft in August 1948 and in March 1949

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i. KLIN near MOSCOW, jet formation from August to November 1948

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j. LENINGRAD, jet formation in March 1949

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2. The reports listed refer to observations made in the Baltic and MOSCOW MDs and are not a safe basis for conclusions as to the situation in other MDs.
3. [REDACTED]
4. Another report on the CHALOVSKAYA (near MOSCOW) air force test field mentions that a jet formation practiced air attacks against a four-engine bomber formation in May 1948.
5. On the basis of available information concerning the output of jet fighters and jet powerplants, the number of turbo-jet fighters in use with tactical units is estimated at from 1,200 to 1,400, that of the training units from 800 to 1,000. In arriving at these figures due allowance has been made for probable losses sustained during training periods and by the technical units themselves as well as for jet aircraft required for technical experiments. It is assumed that no reserve stocks of jet fighters are on hand but that losses are being replaced from current production through the air force distributing points. (For rate of production, see the special reports on the KUIBYSHEV, TIFLIS, MOSCOW No. 45, LENINGRAD, and UFA Aircraft Plants.)
6. Official records concerning the maximum ceilings attainable by individual jet fighter types are not available. With regard to the performance of the copied German engine types and their presumable improvements, the maximum ceilings of Yak and Mig jet fighter types so far observed with tactical units cannot be assumed to exceed 40,000 feet. A deserter stated that the maximum ceiling of the Yak-15 was about 36,000 feet, which is believed exaggerated.
7. There is no definite proof of the existence of an exclusively night fighting organization or of exclusively night fighter formations. It was observed, however, that night flying conducted at airfields definitely occupied by air units (not schools) has been intensified as compared to previous years. Such observations are embodied in the following reports:

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b. airfield of BRIANSK;

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c. airfield of SERPUKHOV/MOSCOW;

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d. airfield of BAKU, Transcaucasus LD.

8. The extraordinary interest of the Soviets in the German nightfighting radar sets and the firms which developed and manufactured these sets indicates that the Soviets are making every effort to build up an effective night fighting system. In this connection mention is made of the transfer of almost all the tube and high-frequency plants, including their technical personnel, from the Soviet Zone of Germany to the SU. represents only a very incomplete list of this personnel.

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